





**MEMOS FOR TOMORROW.**  
Shipping.  
11 a.m.—Haidan leaves for Swatow.  
Miscellaneous.  
Goods per *Padanahre* undelivered after this date subject to rent.

**General Memoranda.**  
Friday, September 7.—  
Goods per *Cybele* not cleared at 4 p.m. subject to rent.  
Goods per *Mogul* undelivered after this date subject to rent.

Wednesday, September 12.—  
Goods per *Hambury* undelivered after this date subject to rent.

Saturday, September 15.—  
Notices by Contributing Shareholders of the Hongkong and Whampoa Dock Co., Ltd., required before this date.

Monday, September 17.—  
6.15 p.m.—Meeting of Members of the Hongkong Cricket Club at the Pavilion.

Friday, October 5.—  
Final Call of \$1.00 per Share of the Tebrau Planting Co., Ltd., due.

**Opium Quotations.**  
Hongkong, September 5, 1900.

New Patna, cash, 1874 small number.	1070
Old Patna, cash, 1874 large number.	937
New Bonares, cash, 1874 small number.	830/840
Old Bonares, cash, 1874 large number.	416
Low Year, 1874 small number.	860/870
Old Year, 1874 large number.	900/920
Allowance, Tel., 1874 small number.	12/16
Allowance, Tel., 1874 large number.	820/830

**Exchange.**  
Hongkong, September 5, 1900.

On London—	20 1/2
On India—	2 06
On 30 days sight—	3 01
On 4 months sight—	3 02
Credits, 4—	2 1/2
Documentary, 4 months sight—	2 1/4
On demand—	2 68
Credits, 4 months sight—	2 63
On Berlin—	2 10
On New York—	50
On demand—	51 1/2
Credits, 60 days sight—	51 1/2
On Bombay—	150 1/2
On Calcutta—	150 1/2
On demand—	150 1/2
Credits, 60 days sight—	150 1/2
On Shanghai—	1 1/4 p.m.
On demand—	71 1/2
30 days sight, (private paper)—	72
On Yokohama—	1 1/4 p.m.
On demand—	1 1/4 p.m.
Gold Loan, 100 fine, (per ton)—	\$51.50
Silver (Bank's buying rate)—	\$8 90
Silver (per oz.)—	28 1/2



**A. S. WATSON & CO., LIMITED.**

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

**SCOTCH WHISKY.**

Per doz. Case.

**A.—THORNE'S BLEND, White**

Capsule ... .. \$10.50

**B.—WATSON'S GLENORCHY,**

MELLOW BLEND, Blue

Capsule, with Name and Trade Mark ... .. 10.80

**C.—WATSON'S ABERLOUR,**

GLENLIVET, Red Cap-

sule, with Name and Trade Mark ... .. 12.00

**D.—WATSON'S H.K.D. BLEND**

OF THE FINEST SCOTCH

MALT WHISKIES, Vio-

let Capsule ... .. 14.40

**E.—WATSON'S VERY OLD**

LIQUEUR SCOTCH

WHISKY, Gold Capsule ... 15.00

**THORNE'S BLEND AND WATSON'S**

GLENORCHY are high-class Scotch Whis-

kies, of greater age than most brands in the Market.

**ABERLOUR-GLENLIVET** is very old

Feet Whisky, (smoky) and could not now be replaced in stock at the price.

**D** is well known for its fine flavour.

**E** is of superb quality and pronounced

can by leading local connoisseurs to be

the best brand in the Hongkong market.

**A. S. WATSON & Co., LIMITED,**

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

1907

**DEATHS.**  
On the 30th August, WILLIAM T., infant Son of P. B. Pattison, Captain-Superintendent of Police, Shanghai; aged one month.  
At Shanghai, on the 29th August, SARAH ROSE ANNE, wife of William Weston Clifford, and only daughter of the late John Clifford of Lampeter.

**The China Mail.**

HONGKONG, WEDNESDAY, SEPTEMBER 4, 1900.

**LOCAL AND GENERAL.**

**Notes by the Way.**

Telegraphic communication with Chefoo has been restored.

The English Mail of the 4th August was delivered in London on the 2nd Sept.

The Hongkong and Shanghai Banking Corporation re-opened their Peking branch on the 23rd August.

At the Magistracy to-day, a Chinaman was fined \$10 for burning a joss-stick on the footway, in front of his shop in Queen's Road West.

The coolie who was severely injured, on Monday, by the falling of a hatch on board s.s. *Odessa*, died in hospital yesterday.

Field Marshal Count Waldsee, who is coming out from home as the commander-in-chief of the land forces of the Allies in China, is expected to arrive here on the 18th September by the German mail steamer *Sachsen*.

In the case of the 52 people from Yunnan, who appeared before Mr. Hazledine yesterday, charged with blocking air and light from their verandahs by means of sunshades, an order was given adjourning the summons for a week to enable the defendants to comply with the law.

**Oliver's Freshhold Mines.**

We are informed by Messrs John D. Humphreys and Son, General Managers of Oliver's Freshhold Mines Limited, that they have received the following telegram from the mines giving the result of last month's crushing:—450 tons of quartz crushed for a yield of 250 ounces returned gold.

**A Dangerous Practice.**

At the Magistracy to-day, the master of a kerosene junk was fined \$25, for burning joss-sticks on board the junk, while it was alongside the kerosene wharf, at West Point, with a load of kerosene on board.

**Death of a late Hongkong Official.**

Mr Austin, C.M.G., who died recently at Hove, at the age of eighty-eight, was born in 1812, and entered the Colonial service in 1849 as acting stipendiary magistrate in British Guiana, being subsequently assistant Government secretary and immigration agent-general. He was appointed Lieutenant-Governor of Honduras in 1864, an appointment which he held till 1868, when he was appointed Colonial Secretary of Hongkong, performing also the duties of Treasurer from 1871. He retired on a pension in 1878, having twice been administrator of the government of Hongkong. He was nominated a C.M.G. in 1876.

**Philippine Commission.**

The United States Philippine Commission commenced the exercise of the legislative government of the Philippines on 1st September. An official announcement intimates that the policy of the Commission will be to give the fullest opportunity for public consideration and criticism of proposed measures of legislation affecting the people of the Islands. Public meetings will be held at the offices of the Commission on Wednesdays and Fridays of each week for the consideration of proposed bills, and at such meetings citizens of the Philippines and others interested will be given opportunity to make suggestions and criticisms in respect to the proposed measures if, upon the day previous to the meeting, application be made to the President for assignment of time.

**VESSELS AT THE DOCKS.**—At Kowloon: U.S.S. *Montgomery*, *Argus*, *Thales*, *Esmeralda*, *Longwood*, *Olympia*, *Canning*, *Kong Shing*.

*Commodore*.—Stanfield, *Nanshan*.

*Abderr*.—(None).

**Cod Liver Oil or its Emulsion**, is invaluable at any time, but more particularly so in warm weather.

**Stearns' Wine of Cod Liver Oil** can be taken all the year round. *Palatable* is a thoroughly modern preparation the result of exhaustive research, and an ideal nutrient tonic. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

**WEATHER REPORT.**

The following notice is issued from the Observatory:—

On the 5th at 11.55 a.m. The barometer is still falling slowly in S. China and the Philippines. Pressure in highest between the S. coast of China and the Loo-Choo Sea of Japan, and in the Pacific to the E. of Luzon. Oblique gentle with light variable winds on the coast, and light N.E. winds in the N. part of the China Sea. Forecast: E. or varying winds, light; sea

**LOCAL AND GENERAL.**

**Blackness in the Armed Robbery Business.**

The severity of the sentences inflicted on armed robbers at last criminal sessions has evidently had a deterring effect on others for there has not been a case since, and it is very unusual for the police to have such a long spell of rest.

**The 'Hortha's' Commander.**

The *Olativische Lloyd* publishes a telegram from Berlin to the following effect:—Commander Usedom of H.M.S. *Hortha* has been attached to the staff of Graf von Waldsee, Commander-in-Chief of the Allied troops. Captain Derzewski has been appointed commander of H.M.S. *Hortha*.

**A Dishonest House Boy.**

A house boy was charged at the Magistracy to-day, with obtaining goods by false pretences, and admitted the offence. It seems that he was discharged by his employer about two months ago. He carried off the employer's order book with him, and has all the time been obtaining bread from the baker on the strength of the book as he used to. Mr. Hazledine ordered him to prison for two months.

**Row in an Opium Divan.**

A coolie was admitted to the Hospital yesterday, suffering from a severe wound on the head and bruises about the body. It seems that he and five or six other coolies were in an opium divan at Hung-hom, last night, when a quarrel arose as to the genuineness of a twenty-cent piece, which had been tendered to and refused by the master of the divan. High words ended in blows and in the end the coolie found himself in Hospital, and the divan master landed in the hands of the police. At the Magistracy to-day, the charge against the divan keeper was remanded for a week to permit of the coolie being present to give evidence.

**A Peculiar Point.**

A rather unusual point was raised at the Magistracy to-day. Three coolies charged with disobeying orders. They were told off by Mr. Bryan to do certain work but refused, stating that all that could be done to them was to put them off the ship. Their pay was the same as it was ten years ago and it was far too small. His Worship (Mr. Hazledine) was not satisfied that the coolies could be classed as domestics according to the Ordinance, but neither could they be called seamen. In answer to the complainant Mr. Hazledine said there was no remedy so far as refusing duty or leaving without notice was concerned. He accordingly discharged the defendants.

**A Korean War Correspondent.**

A Japanese correspondent of the *Kobe Chronicle* writes from 'the front':—

A Korean war correspondent is one of the most remarkable phenomena of the present campaign. At the Peking battle he carried to the establishment of all a big iron pot and a bottle of seed oil. These articles rendered his picturesque costume more prominent, and he caused some remarks. On being asked, he replied that he carried the utensils to cook for his own food. He was not to be persuaded that there was such a thing as a commissariat with an army, which is bound to feed soldiers as well as correspondents.

**Wu Ting Fang.**

The N. Y. *Martinez Register* has the following pleasant editorial note on H. E. Wu Ting-fang:—

We express our sympathy with Wu Ting-fang, the Chinese Minister in Washington, in his difficult position and also our admiration at his splendid conduct under the present trying circumstances. A profound scholar, an able statesman, a staunch friend to the American people, and an enlightened and humane gentleman, he has endeavored himself to the American nation. He must look ahead at the spectacle which his country furnishes at present to the civilized world. We hope that in the near future the Celestial Empire will extricate itself from its present difficulties and that Wu Ting-fang will be called upon to play an important part in its reconstruction.

**Chinese in Great Britain.**

There are very few Chinese in England—only 707, all told, according to the last enumeration. Yet only three countries are wholly without Chinese—Hawaii, Iceland, and Greenland. Most of our Chinese live in London or its neighbourhood. There are 502 in all in London. The South-Eastern counties are favourites with these visitors: Surrey has 43, Kent has 49, Sussex has 36, Hants has 24. There are 17 Chinese in Croydon, 6 in Brighton, 4 in Hastings, 5 in Reading, 5 in Southampton, and 4 in Portsmouth. Middlesex has 43 and Essex 28. In Gloucester there are 22 Chinese, in Lincolnshire 11, in Cheshire 14, in Durham 10, and 51 in Lancashire. But many of them must find their way to Scotland and Wales. There are only 20 Chinese in Scotland and 16 in Wales, mostly in the north and west. Most of the Chinese in Great Britain are either Government officials, students, or domestic servants, and the females are to the males as three to four.

**Stearns' Wine of Cod Liver Oil** is an invaluable tonic for delicate persons, children and invalids. The preparation is palatable and found in the excellent preparation. Increases weight and strength. Sold by all Chemists, Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

**LOCAL AND GENERAL.**

**Cost of the Spanish War.**

The cost of the Spanish war, states a Philadelphia paper, and its sequel up to the close of 1899 is now estimated, roughly, at about \$414,000,000, which includes, however, the \$20,000,000 paid for the Philippines, and the increase of expenditures for shipbuilding and fortifications during the war years immediately preceding 1898.

**Most Supplies for China.**

An inquiry was received recently from the Russian Government through London for 3000 head of live cattle for Vladivostok. It is unlikely that the order will be fulfilled, partly on account of the great scarcity and dearth of cattle, and partly owing to the almost insurmountable difficulty of securing suitable freight. The Russian Government has ordered large quantities of canned meats in Queensland to be used as army provisions in China.—*Sydney Morning Herald*.

**The Paris Exhibition.**

The Paris Exhibition is likely to result in a financial failure. The *Times* of Ceylon says: 'It was anticipated that sixty million tickets would be sold for entrance, and that quantity was sold in advance to dealers and agents, but the result has been a very serious loss, for already the Bourgeois exhibition show a present faceless of two millions sterling. We shall be hearing soon of the awards obtained for Ceylon, and doubt not our island will be sufficiently liberally treated.'

**REVIEW.**

CHINA AND THE PRESENT CRISIS, WITH NOTES ON THE HISTORY OF THE CHINESE, BY JOSEPH WALTON, M.P. London: Sampson, Low, Marston and Co.

The Liberal member for Barnsley's book might have been acceptable at the present juncture were it not that it is of such a scampy and superficial character as to withhold information instead of imparting it. Like many another man who gallops through a country at express speed and then sits down, takes his pen in hand, and proceeds to tell the world what that country is like and what it requires, Mr. Walton misses more than he notes, a fact that leads to inconclusive arguments and false premises. In every paragraph of his numerous chapters there is evidence of his having been written at top speed, in order, possibly, to render the sale of the book assured while everyone at home is desirous of learning something about the Far East in general and the Middle Kingdom in particular. The result, as a whole, is that the work partakes more of the nature of a diary of foreign travel than of a serious disquisition upon affairs in the existing crisis in China, which the title would lead us to expect. As a late visitor to our shores—Mr. Walton was here last year—a few of our author's utterances may possess the doubtful value of being up-to-date; but this value, if it can really be said to exist, is absolutely negated by the entirely wrong-headed view he takes of the situation. One instance among many of Mr. Walton's ignorance may be cited. He says that the British officials at Peking were equal in every respect to their rivals. Now, we know this not to be the fact; for it is notorious—and a recent despatch, or series of despatches between Sir Claude Macdonald and the Government at Home proves the assertion—that the British Legation was about as badly informed of the progress and trend of events prior to the Boxer uprising as it was possible for a Legation to be. We are quite in accord with Mr. Walton, however, when he says the policy of non-interference which we have pursued for some years past, and for which Lord Salisbury is directly responsible, has been the cause of our loss of prestige and of much of the present trouble. We have been so dreadfully afraid of offending upon somebody, else—comes the old language to us—into the country, that we have regarded the T'ungchi Yamen as a sign of decadence of power if not of actual weakness. In short, our policy of non-interference has resulted in our being forced into a policy of direct and costly interference which has done us much harm and has not yet brought us the promised results. Mr. Walton is strongly condemnatory of our weakness in taking action, and of our vacillation in pushing forward remunerative schemes for opening up the country. On the subject of the survey of the Yangtze Valley he has the following:—'To their shame the British have had no complete survey made of the Yangtze River since 1861. In a river of its changing character and of its great importance, the other hand, though they have not a title of our trade, the French Jesuit priests have completed a survey which I proved to be most accurate, and which was invaluable.' Mr. Walton speaks of Peking as being not all anti-foreign, whereas Canton was notably so. This is another instance of our author's superficiality. We who live in China know full well that it would be hard to stick a pin in the map of China upon any spot that was not anti-foreign. Of the necessity for opening up the waterways of China to foreign trade, Mr. Walton is fully convinced, but as the prospect of Hongkong and Shanghai has been going away, for good reason, he knows how many years of the durability of the trade the government of Mr. P. would have not the force of novelty to recommend them. He is particularly insistent, however, on the fact that there is no more to be gained from China in the way of trade than there was in the past. China and the Present Crisis will be found an interesting reading, even by those who do not intend to be long in China—who will certainly not agree with many of Mr. Walton's conclusions.

**TELEGRAMS.**

**THE POWERS AND CHINA.**

**THE EMPEROR AND EMPRESS.**

**Yung Lu as Peacemaker.**

**DEATH OF MA KIN CHUNG.**

(Chinese Mail Correspondent.)

SHANGHAI, September 5.

The Emperor and Empress Dowager reached Tientsin on 3rd September.

Yang Lu has been appointed along with Li Hung Chang to enter into peace negotiations with the Powers.

Ma Kin Chung, ex-Director of the China Merchants' Steam Navigation Co., who was in trouble in Hongkong recently on his return from the Paris Exhibition, on account of Bank of China and Japan affairs, is reported dead.

[REUTERS' SERVICE.]

**THE CHINESE PUZZLE.**

London, September 3.

It is not probable that Great Britain and the Powers will decide on a course of action till the Ministers at Peking report fully on the case.

An inspired communiqué in the *Temps* says that the proposed withdrawal from Peking is a natural corollary of the Franco-Russian programme. The United States and Japan assent to the withdrawal and England is inclined to agree. It is explained at Washington that the reply of the United States meant a strong disapproval of the withdrawal and that acquiescence was only accorded by a desire to preserve unity of action.

**CANTON.**

(Even Our Own Correspondent.)

CANTON, September 3.

**Daring Outrage on a Chinese School-Master.**

I have just heard the particulars of a raid made on the house of one of the Chinese teachers in the Tang Man or Government School in Canton, where European languages, principally English, are taught to the Bannermen. The men concerned in the outrage are all Manchus. The school-master is also a Manchu. The other night he was greatly alarmed by a band of about one hundred men marching into his house. They carried no fire-arms, but every man was armed with a short sword. The poor school-master was threatened on all sides. Some of the men demanded to know why, he being a Manchu, he had become a proselyte to the Christian religion, thus bringing disgrace on their name, for no Manchu ever changes his faith. It was in vain that the man protested that he was not a Christian. It was quite enough for these cowardly ruffians to know that he instructed Chinese in the language of the 'barbarians.' They made a diligent search of the house and collected all the valuables. When this done they carried all the furniture out into the street. At this point a few soldiers hearing the noise came on the scene, but when they saw they were greatly outnumbered they retreated perfectly passively. Thus emboldened, the ruffians and they finished by making a bon-fire of the furniture. It is said the Tartar-General knows the names of all those concerned in this outrage, but he is afraid to act lest there should be a general uprising among the Manchus. This is only another illustration of the growing feeling against everything that is foreign.

**The Suppressed Newspapers.**

The *Chung Shai Po*, it is said, was the offender. In one of its articles the phrase 'weight of ocean' (western) rebels occurred. For this offence the Mandarins determined to suppress the paper. Some friend at Canton conveyed this ominous news to the *Chung Shai Po* office. The hint was taken and everything moved to a place of safety. The editors of our include the other two papers, but the ruffians were so disappointed that they took the liberty of extending the order and at once made for the *Lat Pau* and the *Pok Man Po*. These two papers had received no warning and a riot, having happened the hearts of the ruffians. Everything was carried off down to the bottom of the boiler. The *Lat Pau* is lost about \$4000 and the *Pok Man Po* nearly \$7000. Both these papers are trying to get the Mandarins to repay the sums they have lost. In a few days the papers hope to resume work.

**DEPARTURE OF THE HONGKONG REGIMENT.**

The members of the Hongkong Regiment (between 400 and 500), who were so much disappointed at being left behind at the beginning of the crisis, are now to have a trip North to Wailaiwan. According to the general orders issued to-day the Hongkong Regt. and Native Field Hospitals will embark on the R. I. M. S. *Dalmeida* and the transport *Indra* on Friday, 7th inst., at 6 a.m., the vessels being sent alongside the Kowloon Wharf for the purpose. The Headquarters and Right Wing will embark on the *Dalmeida* and the Left Wing and the two Sections 61st Native Field Hospital will embark on the *Indra*. Major Kanga, I.M.S., and one Hospital Assistant to be detailed by the P.M.O., will embark with the Headquarters, Major Kanga having been detailed to proceed in medical charge of the Regiment. The pack mules now on the *Indra* (120 in number) will accompany the Regiment; followers as required being drawn from those disembarked with the 5th Infantry Hyderabad Contingent. All heavy baggage and stores will be at Kowloon Wharf by 2 p.m. to-morrow, ready to be loaded as soon as the vessels come alongside the Wharf. Camp equipment on approved scale will be drawn from Army Ordnance Department. Land transport will be provided by the O.C.A.S.C.

**THE PEKING VICTORY.**

**HOW THE LEGATIONS FOUGHT.**

Resourceful as Making.

(N.Y. Daily News Correspondent.)

Peking, 15th August.

Peking has been reached, assaulted, and the troops are now within its walls. To relieve the Legations after their weary siege of sixty days the first night of the Chinese city they found it closed, but this deterred them never a whit. A section of the 24th Punjab Infantry at once scaled the wall and opened the gate for the inside. The Chinese did not fire upon them as they did this, and the troops rapidly advanced. A newspaper correspondent guided General Gaselee and a company of the 1st Sikhs through the water gate of the Tartar city, and in a few minutes they were inside the Legation grounds.

There they were received with the greatest and most affecting delight and enthusiasm. Men cheered themselves hoarse, women and children wept and embraced their deliverers. The Indian troops gripped their pleasure, and generally the greetings extended to them with the greatest heartiness.

**The Fortifications.**

The Legation had been fortified in the strongest way, thanks to an American missionary named Gamewell. An elaborate system of loopholed walls and deep trenches was devised to prevent the enemy mining. Notwithstanding their condition was very critical in another day, or two the relief would have been useless. The enemy had worked up to within a few yards of these trenches, and the defenders could even hear their officers urging and encouraging the troops to rush in and capture the fortifications.

Provisions had grown woefully short, and there was very little food-meat remaining. The shortage of ammunition was another serious trouble.

The defenders' guns consisted of one Austrian, one Italian, one American, one old Nordenfled, one old gun used in 1807 which had been found in a bricklayer's shop, a lot of old Chinese guns from the Russian Legation, besides modern rifles.

**Replenishing the Ammunition.**

The replenishing of the ammunition was done under the *Orlando's* armour, and accomplished with wonderful ingenuity. Every available scrap of suitable material—cannonballs, ordnance and such valuables being freely used—was employed in the making of the ammunition. They even went to the extent of making one-pound shot. Ingenuity did not stop here, however, for a gun was actually constructed from two cylinders forming part of a fire extinguisher. This was not used, as the danger of being without an extinguisher should fire break out was realised. In addition to all this 10,000 sand-bags were made, some of silk brocade and such valuable stuffs.

It is impossible to overpraise the skill and bravery of Colonel Shiba, and the Japanese marines and volunteers, upon whom the main defence rested.

**Street Fighting.**

Whilst the Legation was being relieved, the 24th Punjab Infantry and the 1st Sikh after a little street fighting, captured the Temple of Heaven. Later on the 24th Punjab Infantry, with four guns of the 12th Field Battery, bombarded and captured the South gate, which was held in force. The Royal Welsh Fusiliers and 1st Sikh, after a little fighting, captured the Chien-men. For some reason the Japanese, although a day ahead of the other forces on the 15th, did not follow the city after it fell, and followed the British when they arrived. Otherwise the honours of first entering would have been theirs. Probably there was some arrangement between the various forces.

The Americans, after bombarding another part of the city, entered by the same gate as the British, but later in the evening. Throughout the weakness of the Chinese opposition was inescapable.







## Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POOCHOW.  
THE Company's Steamship  
CAPTAIN ROACH, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 11 a.m.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, September 3, 1900. 1895

EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR KOBE.

THE Steamship  
AUSTRALIAN,  
Capt. P. HELMS, will be despatched for the above Port on THURSDAY, the 6th Sept., at Daylight.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly-qualified Surgeon are carried.  
For Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, September 4, 1900. 1826

IMPERIAL GERMAN MAIL LINE.

## REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIGON, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBERTS-HOF, TOWNVILLE, HOCKHAMPTON, BRISBANE, and SYDNEY.  
On  
THURSDAY,  
the 6th September, 1900, at 3 p.m., the S.S. MUNCHEN,  
(4530 Reg. Tonnage)  
Capt. KUNZ, with Mail, Passengers, Specie and Cargo will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, September 4, 1900. 1550

CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
SUNGKAT, will be despatched on FRIDAY, the 7th Inst., at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, September 3, 1900. 1894

EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin & Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship  
ARLIE,  
Capt. R. J. GORDON, will be despatched for the above Ports on THURSDAY, the 6th September, at 4 p.m.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, August 17, 1900. 1760

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
ORWELL,  
will be despatched as above on or about the 25th Inst.  
For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, September 4, 1900. 1848

GRIMAUD'S SYRUP.

HYPO-PHOSPHATE OF LIME.

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take  
GRIMAUD'S SYRUP OF HYPO-PHOSPHATE OF LIME.  
Prescribed by the leading medical authorities in all countries for the last twenty years with the greatest success, it continues to retain its reputation where all other medicines have failed.  
Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.  
Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.  
GRIMAUD & Co., Paris. Sold by all Chemists.  
For Sale by A. S. Mithra & Co., Agents.  
Hongkong, August 30, 1900. 181

## Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
LIGHTNING,  
Capt. J. G. SPENCE, will be despatched for the above Ports on SATURDAY, the 8th Inst., at 1 p.m.  
For Freight or Passage, apply to  
D. SASSOON, SONS & Co.,  
Agents.  
Hongkong, September 3, 1900. 1837

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship  
ESMERALDA,  
Capt. G. J. BLAKE, will be despatched as above on MONDAY, the 10th September, at 5 p.m.  
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, September 5, 1900. 1821

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship  
HAMBURG,  
of the HAMBURG-AMERIKA LINE, Captain KAPPEL, due here with the outward German Mail about WEDNESDAY, the 5th Inst., will leave for the above places about 24 hours after arrival.  
NORDEUTSCHER LOYD.  
For further particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, September 1, 1900. 1832

SHEWAN, TOMES &amp; Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ.  
THE Steamship  
NORSE,  
will be despatched for the above Port on or about 15th September.  
To be followed by the S.S. ANAPA, about 15th October.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, August 18, 1900. 1744

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
CAPTAIN BARRETT, will be despatched as above on THURSDAY, the 12th September.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 9, 1900. 1897

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
TAIYUAN,  
Capt. NELSON, will be despatched on THURSDAY, the 6th Sept., at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 27, 1900. 1804

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
TAIYUAN,  
Capt. NELSON, will be despatched on THURSDAY, the 20th Sept., at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 27, 1900. 1804

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
DIRECTOR,  
Capt. BARR, will be despatched as above on THURSDAY, the 20th September.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 24, 1900. 1784

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship  
ALCIBIOS,  
Capt. PERROW, will be despatched as above on TUESDAY, the 2nd October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 28, 1900. 1808

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
ASURUA,  
Capt. HENDERSON, will be despatched for the above Port on or about 15th October.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, August 30, 1900. 1818

## Mails.

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, HAMBURG, ADEN, EGYPTE, MARSEILLES, MEDITERRANEE AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, etc. BOMBAY.  
PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 10th September, at 1 p.m., the Company's Steamship YARRA, Captain SCOTT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Pile de la Cité*, which vessel takes on her Passengers and Mail, leaving that Port on the 22nd September, direct to SUVA, PORT SAID and MARSEILLES. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 9th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, August 28, 1900. 1806

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN &amp; HONOLULU.

Proposed Sailings from Hongkong.  
America Maru (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) WEDNESDAY, Sept. 12, at Daylight.  
Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, Oct. 6, at Noon.  
Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, Oct. 20, at Noon.

THE Twin-Screw Steamship AMERICA MARU will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 12th Sept., at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of the line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Oriental Rail routes from Hongkong to London, and from London to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Oriental Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels may be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, August 29, 1900. 1747

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPKAPIKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.  
Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL AND SOUTH AMERICA, Etc.  
Benjamin's 3006. On 20th Sept.

THE S.S. Benjamin will be despatched for SAN DIEGO, and SAN FRANCISCO, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 26th September.

Through Bills of Lading issued to any point in the United States should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcels may be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, August 24, 1900. 1871

## Mails.

PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR	STEAMSHIP	CAPTAIN	DATE
LONDON	<i>Java</i>	G. W. GORDON, R.N.	About 7th Sept.
SHAI & KOBE	<i>Tamara</i>	F. J. FOX	About 13th Sept.
LONDON	<i>Parmanita</i>	A. SYMONS	Noon, 15th Sept.
SHANGHAI	<i>Bengala</i>	S. BARNHAM	About 16th Sept.

YOKOHAMA, via NAGASAKI, KOBE, etc. O. C. TAYLOR, R.N. About 15th Sept.  
\* See Special Advertisement. \* Passing through the Inland Sea. \* For Freight only.  
For Freight or Passage, and further Particulars, apply to  
A. M. MARSHALL, Acting Superintendent.  
P. & O. S. N. Co.'s Office.  
Hongkong, September 3, 1900. 979

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

Also  
LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMER WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
PRINZ HEINRICH	THURSDAY, 6th September
PREUSSIAN	THURSDAY, 20th September
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 3rd October
OLDENBURG	WEDNESDAY, 17th October
STUTTGART	WEDNESDAY, 31st October
KONIG ALBERT	WEDNESDAY, 14th November
PRINZ HEINRICH	WEDNESDAY, 28th November
PREUSSIAN	WEDNESDAY, 12th December
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 26th December
SACHSEN	WEDNESDAY, 9th January
KIAUSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 23rd January
	WEDNESDAY, 6th February
	WEDNESDAY, 20th February
	WEDNESDAY, 6th March

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain G. MEYER, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 4th September; Cargo and Specie will be received on board until 6 p.m. on WEDNESDAY, the 5th Sept., and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.  
Norddeutscher Lloyd.  
For further Particulars, apply to  
Melchers & Co., Agents.  
1780

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, Sept. 18, at Noon.  
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, Oct. 13, at Noon.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, Nov. 8, at Noon.

THE U. S. Steamship City of Peking will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 18th Sept., at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of the line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (for twice round) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, August 31, 1900. 1693

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship  
MEMMUR,  
Capt. R. W. ALMOND, will be despatched as above on FRIDAY, the 7th Instant, at 5 p.m.  
The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. It is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, September 4, 1900. 1841

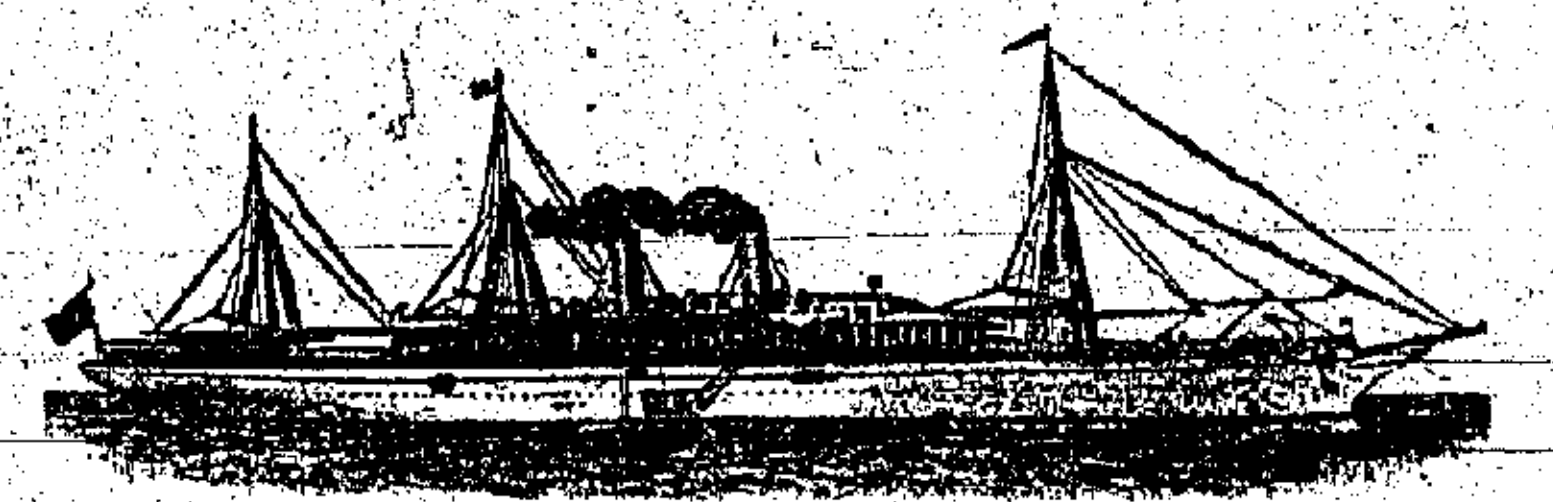
WASHINGTON BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at the STORE—Price \$1 each.

CHINA MAIL OFFICE.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.  
Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 10 knots.  
Proposed Sailings from Hongkong.  
(Subject to Alteration.)

EMPRESS OF JAPAN... Capt. Geo. A. Lee, R.N. Wednesday, 20th Sept. 1900  
EMPRESS OF CHINA... Capt. R. Archibald, R.N. Wednesday, 24th Oct. 1900  
EMPRESS OF INDIA... Capt. O. P. Marshall, R.N. Wednesday, 21st Nov. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 120 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers looked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAINS AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
D. E. BROWN, General Agent,  
PRINCE STREET.  
Hongkong, August 20, 1900. 1816

HAMBURG-AMERIKA LINE.

NORDEUTSCHER LOYD.

(Freight Service). (Freight Service).  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OGDON, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates	Freight & Passage
S. S. SIBIRIA	HAVRE & HAMBURG	On 21st Sept.	Freight & Passage
Capt. BRAUN	(London with transshipment in H'burg)		
S. S. SAXONI	HAVRE & HAMBURG	About 30th Sept.	Freight & Passage
Capt. JACOB	(London with transshipment in H'burg)		
S. S. SIBIRIA	HAVRE & HAMBURG	About 15th Oct.	Freight & Passage
Capt. SACCH	(London with transshipment in H'burg)		
S. S. KONTIGSBURG	HAVRE & HAMBURG	About 20th Oct.	Freight & Passage
Capt. SCHUBER	(London with transshipment in H'burg)		
S. S. BAMBERG	HAVRE & HAMBURG	About 31st Oct.	Freight & Passage
Capt. JACOB	(London with transshipment in H'burg)		

\* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, etc., apply to  
Garlowitz & Co., Agents.  
Hongkong, August 20, 1900. 784

NORTHERN PACIFIC STEAMSHIP CO.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing
Duke of York	3821	S. Cox	Sept. 8 Mon. shire
Olympia	2837	J. Truebridge	Sept. 12
Glasgow	3750	W. Franks	Sept. 15
Queen of Wales	2832	F. McNeil	Sept. 20

THE attention of passengers is directed to the very cheap rates offered by this Line to the